

CLASSIFICATION CONFIDENTIAL
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. 25X1A

CD NO.

COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 26 March 1952

SUBJECT Ships at the Baltic Shipyard in Leningrad

NO. OF PAGES 2

25X1A
PLACE
ACQUIREDDATE OF
INFO.

Document No. 009

No Change in Class. ☒

d To: TS S C

C-2
2/10/52 BY: NO. OF ENCLS. 1 (2 pages)
(LISTED BELOW)

25X1A

SUPPLEMENT TO 25X1X
REPORT NO. 25X1

1. In late August 1946, the hull of a battleship was still lying on slip A in the Baltic Shipyard, Leningrad. A heavy bomb hit had penetrated to the slip through the middle section of the hull toward the starboard side. The damaged middle section, which constituted more than one-third of the total length of the hull, was broken up, and the slip underneath was repaired in the fall of 1946. The bow section was subsequently broken up; but, during the period from the spring to December 1949, one-third of it was rebuilt. No armor was seen. The rear section remained in position and the space for the middle section remained unoccupied as of December 1949. (1)
2. The lower part of the slip was completed and fitted with launching ways. Concrete work for these ways had been completed in December 1949 but the installation of the ways was only 50 percent completed. The length of the slip below the water level was 80 meters and below the level of the ground 120 meters. The deepest point of the floor of the slip lay 10 meters below the water level. A hinge was fitted in the wooden floor where the bottom touched the water level, thus allowing the wooden layer to float up when not in use. (2)
3. A series of small vessels, 6, 8, or 10 meters long, were built close to and west of the slip. One or two of these vessels were simultaneously on the stocks. This construction took about four weeks on an average. After completion, they were placed on the water by means of a crane erected in the corner between the slip and the embankment.
4. A Demag floating crane, lying in front of the shipyard in unfinished condition, was to be completed by a P engineer. However, this was impossible because of the lack of the special steel and because the jib of the crane became too heavy. (3)
5. A comparatively large vessel was launched from the western slip in September 1946 four hours earlier than scheduled.
6. Work on the slip was in progress in the spring of 1947 and, after an interval of about nine months, was resumed in the fall of 1947. The slip was finished in December 1949 and not used again. The Russians said that the slip would be fitted with a roof structure. Crane tracks were laid alongside the eastern slip

25X1A

CONFIDENTIAL

2

25X1A

in December 1949 which at that time was still being lengthened. (4)

7. In 1946, a large hull, allegedly a burnt-out ship, which was used as an accommodation ship for Soviet naval personnel and was moored near the eastern slip, was fitted with three funnels which soon started to smoke. Other super-structures were added, but no guns were seen. (5)

25X1A

[] Comments.

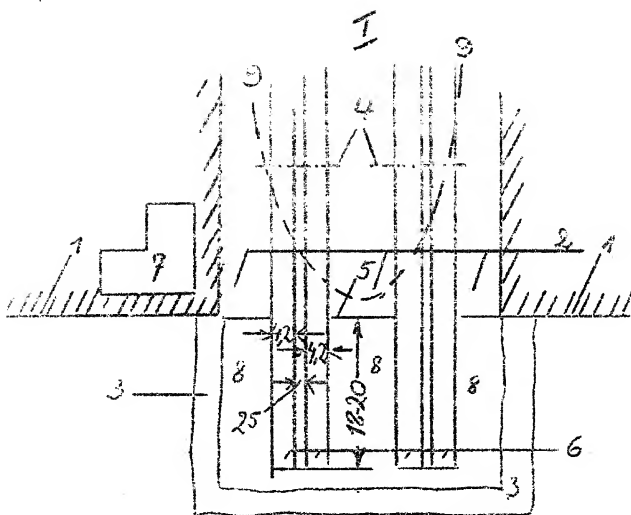
- 25X1C (1) [] confirmed the heavy damage the bomb had caused, as well as the salvage work on the middle and forward sections of the ship. He believed, however, that the remaining part was moved lower and that, finally, when the stern was already removed, its open end was in line with the embankment(sic).
- 25X1C (2) [] confirmed the completion of the launch slip, but saw no hinge. This hinge was probably the stopper by which the ship is released for the launching operation.
- (3) This situation has also been confirmed by [] and is also 25X1C known from previous reports.
- 25X1C (4) [] a ship under construction on a slip upstream from slip A of the Neva River as late as May 1947. This is probably an error in judging the time.
- (5) Since it was expressly stated that the ship was fitted with three funnels, it appears unlikely that she is the former German cruiser Seydlitz, especially as it was stated that no guns were installed. She probably was the training ship Komsonolyets, which partially burnt out during the war and was reconditioned in the second half of 1947; yet she might be the former battleship Schleswig-Holstein.

Annex: Views of Slip A of Baltic Shipyard with Legend

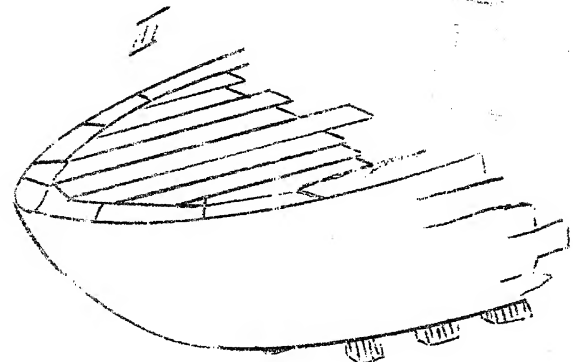
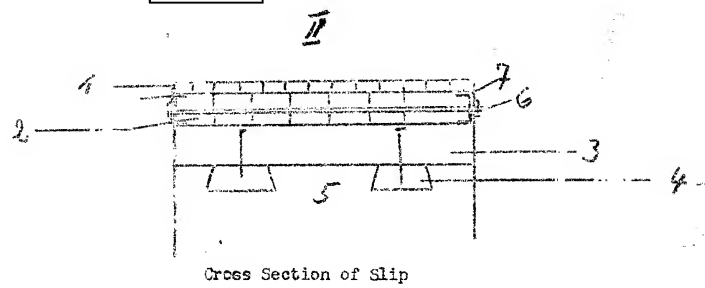
CONFIDENTIAL

Annex

25X1A



Top View of Lower End of Slip A



View of Stern

CONFIDENTIAL

CONFIDENTIAL

Annex

- 2 -

25X1A

Legend:

- Sketch I:
1. Quay wall.
 2. Concrete ship floor.
 3. Shut-off dam.
 4. Hinge in wooden floor?
 5. End of concreted floor of slip.
 6. Concrete support girders of launching-way.
 7. Pump station.
 8. Not concreted bottom in way of launch slip.
 9. Outline of the stern of the battleship hull on slip.

- Sketch II:
1. Oak-wood layer, carefully smoothed, 30 mm thick.
 2. Thick planks, laid in direction of launching.
 3. Thick planks, laid across the launching direction, 200 x 250 mm.
 4. Swallow-tail shaped wooden pieces in concrete, upon which plank layer 3 is nailed.
 5. Concrete bed.
 6. Two bolts going through plank layer 2.
 7. U-iron frames.

Sketch III. View of Stern

CONFIDENTIAL

CONFIDENTIAL

Annex

- 2 -

25X1A

Legend:

- Sketch I:
1. Quay wall.
 2. Concrete ship floor.
 3. Shut-off dam.
 4. Hinge in wooden floor?
 5. End of concreted floor of slip.
 6. Concrete support girders of launching-way.
 7. Pump station.
 8. Not concreted bottom in way of launch slip.
 9. Outline of the stern of the battleship hull on slip.

- Sketch II:
1. Oak-wood layer, carefully smoothed, 30 mm thick.
 2. Thick planks, laid in direction of launching.
 3. Thick planks, laid across the launching direction, 200 x 250 mm.
 4. Swallow-tail shaped wooden pieces in concrete, upon which plank layer 3 is nailed.
 5. Concrete bed.
 6. Two bolts going through plank layer 2.
 7. U-iron frames.

Sketch III. View of Stern

CONFIDENTIAL